

1-14. (CANCELED)

15. (NEW) A device for controlling a hydraulically actuatable shifting element (2) of a motor vehicle transmission, the device comprising a clutch piston (3) which defines with a first surface (A_1) a hydraulically pressurizable clutch space (4) and defines with a second surface (A_2) of a different size a hydraulically pressurizable reset space (5), and the device further comprising a slide valve system which has a first clutch valve (8) associated with the clutch space (4), a second clutch valve (9) associated with the reset space (5) and a holding valve (11) associated with the reset space (5), the first, second and holding valves are movable according to a control pressure (p_{EDS}) adjusted by a pressure adjuster (12), a pressure change between a pressurization of the clutch piston (3) on the clutch space (4) side and on the reset space (5) side being carried out as a control function so that the clutch piston (3), on the second surface (A_2) facing the reset space (5), is pressurized in an unshifted state of the shifting element (2) and, is emptied in a shifted state of the shifting element (2) and both first and second surfaces (A_1, A_2) of the clutch piston (3), when the shifting element is engaged, are pressurized up to a pre-defined pressure-adjuster control pressure (p_{EDS_2}) with at least approximately the same pressure.

16. (NEW) The device according to claim 15, wherein the pressure in the reset space (5), after reaching the pre-defined pressure-adjuster control pressure (p_{EDS_2}), is reduced by the second clutch valve (9) and the pressure in the clutch space (4) is further increased by the first clutch valve (8).

17. (NEW) The device according to claim 15, wherein the ratio of the first and second surfaces (A_1, A_2) of the clutch piston (3) and the pre-defined pressure-adjuster control pressure (p_{EDS}) are designed such that pre-defined shifts, critical to shift quality, occur at least predominantly during pressurization of both the first and second surfaces (A_1, A_2) of the clutch piston (3) with the same pressure.

18. (NEW) The device according to claim 15, wherein the holding valve (11) associated with the reset space (5) is designed as an inverse proportional pressure-reducing valve.

19. (NEW) The device according to claim 15, wherein a pressure-adjuster control pressure (p_{EDS}), concentrated on the first clutch valve (8) and on the second

clutch valve (9), is supplied as a control pressure to the holding valve (11) associated with the reset space (5).

20. (NEW) The device according to claim 15, wherein pressure ($p_{_1}$), concentrated on the clutch space (4), is supplied as a control pressure to the holding valve (11) associated with the reset space (5).

21. (NEW) The device according to claim 15, wherein the first clutch valve (8) is a proportional pressure-reducing valve and the second clutch valve (9) is an inverse-proportional pressure-reducing valve with pressure-adjuster control pressure ($p_{_EDS}$) shared with the first clutch valve or as proportional pressure-reducing valve with separate pressure-adjuster control pressure.

22. (NEW) The device according to claim 15, wherein the first clutch valve (8) has a valve piston (13) with several sections (13A, 13B, 13C) which define a first valve space (8A) pressurizable with pressure-adjuster control pressure ($p_{_EDS}$); a second valve space (8B) equipped with a spring (14) which counteracts the pressure-adjuster control pressure ($p_{_EDS}$); and a third valve space (8C) connected with the clutch space (4) of a pressure line (17) conveying filling pressure (p_v) and, during pressurization of the first valve space (8A), is increasingly connected with a pressure line (15) conveying system pressure ($p_{_sys}$) to the device.

23. (NEW) The device according to claim 22, wherein a discharge line (19) is located between a connection of the line (17) conveying filling pressure (p_v) and the first valve space (8A), which is at least partly closed during pressurization of the first valve space (8A) with the pressure-adjuster control pressure ($p_{_EDS}$).

24. (NEW) The device according to claim 15, wherein the second clutch valve (9) has a valve piston (23) with several piston sections (23A, 23B, 23C) which define a first valve space (9A) pressurizable with the pressure-adjuster control pressure ($p_{_EDS}$); a second valve space (9B) equipped with a spring (24) which counteracts the pressure-adjuster control pressure ($p_{_EDS}$); and a third valve space (9C) connected with the holding valve (11) associated with the reset space (5) and a connectable thereby with the reset space (5) and, according to the position of the valve piston (23), with a pressure line (6) leading to the clutch space (4) and, during pressurization of the first valve space (9A), is increasingly connected with a pressure line (17) conveying the filling pressure (p_v).

25. (NEW) The device according to claim 24, wherein a line (26) branches off, between a connection to the line (6) leading to the clutch space (4) and the first valve space (9A) which discharges in the line (25) leading to the holding valve (11) and, depending on the position thereof, to the reset space (5).

26. (NEW) The device according to claim 15, wherein the holding valve (11) associated with the reset space (5) has a valve piston (27) with several sections (27A, 27B) which define a first valve space (11A) pressurizable with a control pressure (p_{EDS}); a second valve space (11B) equipped with a spring (28) which counteracts the control pressure (p_{EDS} ; p_1); and a third valve space (11C) connected with the reset space (5) and, according to the position of the valve piston (27), with a pressure line (18) conveying system pressure (p_{sys}) and, when the first valve space (11A) is pressurized, is increasingly connected with a pressure line (25) leading to the second clutch valve (9).

27. (NEW) The device according to claim 15, wherein a holding valve (10) is associated with the clutch space (4).

28. (NEW) The device according to claim 27, wherein the holding valve (10) associated with the clutch space (4) has a holding valve piston (20) with several sections (20A, 20B) which define a first valve space (10A) pressurizable with the pressure-adjuster control pressure (p_{EDS}); a second valve space (10B) equipped with a spring (21) that counteracts the pressure-adjuster control pressure (p_{EDS}); and a third valve space (10C) connected with a pressure line (16) leading to the first clutch valve (8) and, according to the position of the holding valve piston (20), with a pressure line (6) leading to the clutch space (4) or is increasingly connected with a discharge line (22) when the first valve space (10A) is pressurized.

specially of a powershift transmission,

29. (NEW) The device according to claim 27, wherein the motor vehicle transmission is a powershift transmission.